

# The Hongkong Telegraph.

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MONDAY, OCTOBER 31, 1910.

十一月卅日

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## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS

Sterling

£1,500,000 at 5% = \$1,500,000

Silver

\$10,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COUNT OF DIRECTORS:

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MANAGER:

Shanghai—H. R. R. Hunter.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:

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ON FIXED DEPOSITS:

For 3 months, 3% per cent. per Annum.

For 6 months, 3½ per cent. per Annum.

For 12 months, 4 per cent. per Annum.

N. J. STABB,

Acting Chief Manager,

Hongkong, 28th September, 1910.

[18]

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853;

HEAD OFFICE—LONDON.

A PAID-UP CAPITAL \$1,500,000

RESERVE FUND \$1,000,000

RESERVE LIABILITIES OF PROPRIETORS \$1,500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the rate of 5 per cent. per annum on the Daily Balance.

ON Fixed Deposits for 12 months, 4 per cent.

" " 6 " 3½ "

" " 3 " 3½ "

WM. DICKSON,

Manager.

Hongkong, 26th April, 1910.

[18]

YOKOHAMA SPECIE BANK: LIMITED.

CAPITAL PAID-UP Yen 24,000,000

RESERVE FUNDS 16,000,000

Head Office—YOKOHAMA.

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KOREA, NEWKHWAENG.

OSAKA, DALNY.

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On fixed deposit:

For 12 months 4½ p.c.

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" 3 " 3½ "

TAKERO TAKAMICHI,

Manager.

Hongkong, 17th September, 1910.

[18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP Sh. Taels 1,000,000

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BOARD OF DIRECTORS: BERLIN.

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INTEREST allowed on Current Account

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terms of separation. Every description of

Banking and Exchange business transacted.

J. KÜLLMANN,

Acting Manager.

Hongkong, 17th March, 1910.

## Banks

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more in the HONGKONG AND SHANGHAI BANK to be placed as FIXED DEPOSIT at 5 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION:

N. J. STABB,

Acting Chief Manager.

Hongkong, 18th July, 1910.

[18]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP Gold \$3,250,000

RESERVE FUND Gold \$3,250,000

GOLD, 56,500,000

HEAD OFFICE—66, Wall Street, New York.

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LONDON BANKERS:

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NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.

THE CAPITAL & COUNTRIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4½ per cent. per annum.

For 6 " 3½ "

For 3 " 3 "

N. S. MARSHALL,

Manager.

No 9, Queen's Road Central, Hongkong, 16th September, 1910.

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## Insurance

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:

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J. H. McMichael, Esq.

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A STRONG British Corporation Registered under Hongkong Ordinances and under Life-Assurance Companies Acts, England.

Insurance in Force.....\$17,651,887.00

Assets.....\$4,152,500.00

Income for Year.....\$1,660,550.00

Insurance Fund.....\$1,110,833.00

LEFFERTS KNOX, Esq., Hongkong, District Manager.

B. W. TAPE, Esq., Canton, Macao and the Philippines.

ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.

Sir Paul Chater, Kt., C.M.G.

T. F. Hough, Esq.

C. J. Latrobe, Esq.

Hongkong, 16th Oct. 1910.

[18]

## Hotel.

ORIENTAL HOTEL.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS Hotel has recently been thoroughly

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is now handsomely furnished and up-to-date

in every respect. Situated in the most central position.

Large and airy rooms, hot, cold, and shower baths, gas and electric lights and fans.

Large and comfortable lounge, private and public bars and billiard rooms.

CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION.

Sanitary arrangements of

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BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR  
NAPLES, GUNDA, ALGIERS,  
GIBRALTAR, SOUTHAMPTON,  
ANTWERP and HAMBURG..... "YORK" .....(T. 17,000) WEDNESDAY,  
Capt. J. Rindermann ..... 2nd Nov., at Noon.

SHANGHAI, NAGASAKI, KOBE "LUTZOW" .....(T. 17,300) About WEDNESDAY,  
and YOKOHAMA ..... Capt. B. Wilhelm ..... 2nd November.

MANILA, YAP, MÄRONN, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE ..... "PRINZ SIGISMUND" .....(T. 6,000) SATURDAY,  
Capt. F. Stoeck .....(T. 6,000) 5th Nov., Daylight.

YOKOHAMA and KODA ..... "KÖNIG" .....(T. 17,000) About TUESDAY,  
Capt. D. Less .....(T. 17,000) 5th November.

KUDAT and SANDAKAN ..... "BORNHOFF" .....(T. 5,050) End of November.

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For further particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG.

Hongkong, 27th October, 1910.

## Intimations.

LIFE WITHOUT HEALTH IS LIVING DEATH.

## VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Headaches, palpitation, defective circulation, nervous dyspepsia, tic or neuralgia, low spirits, inability to concentrate, forgetfulness, rheumatism, premature decay or deficiency of the vital forces, loss of vitality, harras, dryness, restlessness, can all be relieved by VETARZO. Irritability of temper, female complaints, hysteria, headache, down sensations, wasting diseases, consumption, night sweats, mucus, highly-coloured water, &c., are all so many difficulties of mind and body which vexation, the cause of which by far the greater portion of the malady, will disappear by the use of VETARZO. It is a medicine that can only be successfully combating by the use of this wonderful and highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the failing energies, and imparts new life and vigour to those who had so recently seemed prostrated, used up and vacuous. Bottles Price 2s. 6d.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

## VETARZO BLOOD MEDICINE

Never before was there anything like it; nor can its marvellous properties ever be equalled. No one has yet rivalled the system of treatment adopted by VETARZO. It cures all catarrhs; overcoming and expelling disease, whereverver and in whatever form met with, removing all blotches, pimples, scurf, acrums, acrofusis and glandular swellings, discolourations, roughness and unsightly patches, &c., Its effects are almost magical in the treatment of gout, rheumatism, sciatica, rheumatic, joint, &c., diseases, blood poison, eczema, leprosy, purpura, bad legs and breast, ulcers, wounds, sores, &c., Diseases of the heart and neck, it improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption. Bottles Price 2s. 6d.

Send stamped addressed envelope for free booklet, or P.O. 2/9 for trial bottle of either remedy, to THE VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled Vendors must be warned that they will be held responsible for extra profit if they accept it, but insist having VETARZO. The genuine has the word "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE GOLD BY BOOTS, GAGH CHEMISTS.

## SAINT-RAPHAËL

## TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

Dose: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAËL bears, in addition to the registered trade-mark:

(i) The WARRANTY STAMP of the UNION DES FABRICANTS.

(ii) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAËL, Valence (Drôme-France).

GALDBEUK MAGIREGOR & Co., Hongkong.

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DAILY—3s per annum.

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The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. One copy sent by post as additional 5s. per quarter is charged for postage.

The postage on the weekly issue is to any part of the world is 20 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE)

There will be no rebate to Missionary subscribers as heretofore.

By Order,

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 2nd December, 1910.

## Intimations.

Telegraphic Address—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A.I., and Watkins'.

DRY DOCK DEPARTMENT:—Telephones: Nos. 376, 508, or 681.

## No. 1 DOCK. NO. 2 DOCK. NO. 3 DOCK.

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Width of Entrance ..... 80 " Width of Entrance ..... 50 " Width of Entrance ..... 63 "  
Water on Blocks ..... 28 " Water on Blocks ..... 26 " Water on Blocks ..... 21 "

Mooring buoys 600 feet x 100 feet x 25 feet deep.

EVERY description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic, plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

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105 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 75,343 square yards or 15½ acres. Direct water frontage of 2.36 miles in length, part having a depth of 35 feet at low water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government railway. Use of 45-ton derrick, tugs, launches, etc. Customhouse brokerage and insurance undertaken. Rates moderate.

Yokohama, October 28th, 1910.

## FRANCE'S NAVY.

## THE DEMAND FOR SHIPS.

## RULE OF THE AEROPLANE.

Paris, Sept. 27.

M. Pablié's article in the "Matin" on the new naval tactics, called into being by the aeroplane and the submarine, arouses amused criticism in export quarters.

M. Painlevé's suggestion was that the French fleet should concentrate in the Mediterranean and leave the Atlantic sea-board free to the new engines of war.

At the Ligue Maritime Office, the director said this morning: "The aeroplane and submarine are an interesting development of modern war, but they do not constitute a fleet. What we want is ships. We are very anxious that the public should not run away with extravagant ideas, or be lured by this or that ingenious will o' the wisp in imagining that you can have a navy for next to nothing."

"We have had these theories before in France; M. Pelletan gave vent to them when he was at the Ministry of the Marine. Our aim is that France should have a fleet of ships capable of taking its place in line of battle."

"We are not wedded to any one type, nor do we endeavour to lead the fads of the world in the matter of large constructions. When one Power builds a unit of twenty-five thousand tons we do not necessarily want to build one of twenty-six thousand. Our endeavour is not to force the pace, but to keep up with the others; this is our rule."

## CONCENTRATION IN PEACE.

"At the scheme to concentrate in the Mediterranean, we do not approve of it, for the reason that we do not think there can be any hard-and-fast line. It seems to us a wrong policy, which might be disastrous in war, to build ships of a certain type only suitable to certain waters."

"For instance, it would be a mistake for France to build her new battleships as though they were all destined for use in the south. How do we know what the requirements of the next war will be? Policies change. It is possible that our ships will be wanted elsewhere than in the midland sea. We must have no concentration in peace time."

"Of course, there will be a general plan of mobilisation on the outbreak of war involving defence of certain points, but that should not prevent us from keeping fleets in the north as well as in the south. This is the policy approved by us and recognised by the present Minister of Marine, whose word, in fact, we do not criticise, because we feel there are already too many 'doctors' in France. The need of the honour is action, not talk."

"Another disadvantage of concentration in peace time is that you allow your naval ports, outside a particular area, to fall into disuse, and to become incapable of giving the assistance you want."

"Then, crews in the Mediterranean do not get the severe training that a course on the high seas gives, where all sorts of weather has to be encountered, and exercises are carried out under the most trying conditions."

## THE NAVAL PROGRAMME.

I asked the Director (who prefers to be known anonymously) whether he was satisfied with the naval programme of the Government.

He replied that, whilst the programme did not respond to all the desires of the Committee of the Ligue Maritime Française, the latter recognised at the same time the patriotic spirit which inspired the Minister in his efforts to make the best of the situation.

It is interesting to recollect the fact that, according to the programme, not yet voted by Parliament, France will have twenty-eight first-class battleships in 1910, against fifty-six, by Germany and eighty by England. She comes fifth in the list after the United States and Japan, who will have, respectively, fifty and thirty-eight ships. According to the other details of the programme, France will have twenty ships of the scout class and 146 torpedo-boats, destroyers, and submarines.

The present Parliament has had only six weeks of existence, so one counts the actual length of the summer Session. It has had no time, therefore, to examine in detail Admiral Bouc de Lapeyrière's propositions; but, judging by the temper of M. Baud's Governmental Declaration in June last, the Chambers are quite prepared to vote the necessary credits.

In order to avoid delay the money for two ships has already been voted, and when Parliament reassembles in a month's time there will be a further appeal for a vote on account to enable two more ships to be laid down.

The French navy is now only half the size of Germany's but patriotic societies, such as the Ligue Maritime, are determined that nothing shall be wanting to make that force as effective as possible. It is for this reason that it urges the building of "series," such as is adopted in the naval shipyards of England and Germany. The object is to achieve homogeneity in the squadrons, and avoid the patchwork which has hitherto resulted from the tendency of marine contractors to adopt changes of plan in the course of building.

## Intimation.

## HUNG ON &amp; CO.

SHOW ROOM AND STORE at the Premises formerly occupied by A. CHEE & CO., 174, QUEEN'S ROAD CENTRAL.

Telephone 126. Hongkong, 17th January, 1910.

TSIM TING. LATEST METHODS OF DENTISTRY.

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Plates, Glass, and Iron Ware of all descriptions, always on hand, for sale at moderate prices.

Hongkong, 1st Feb., 1910.

## WEATHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and BALL below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A DRUM point downwards and BALL below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A SAIL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 100 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 100 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

## URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office.

## THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

## NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

1. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 100 miles from the Colony.

2. Three Lights Vertical, Red Green Red, indicates that a typhoon is believed to be situated less than 100 miles from the Colony.

3. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

## SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Intimation.

**Wm.  
Powell,**  
**32,**

**GENTS'  
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**SPECIALISTS**

IN  
EVENING  
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**DRESS GLOVES,****DRESS TIES,****DRESS SOCKS,****ETC., ETC., ETC.****W.M. POWELL,****LTD.**

28, Queen's Road.

(Opposite Clock Tower.)

**THE CATHOLIC MISSION AT ZICAWEI****A MAGNIFICENT NEW CHURCH.**

The *Shanghai Times* of 24th Oct. reports Saturday and yesterday were memorable days at Zicawei, witnessing, as they did, the dedication of the new Church of St. Ignatius, which the Fathers of the Jesus Mission have just built, and the first service held in that magnificent edifice. The whole neighbourhood was in festa for the two days; the resources of the French Tramway system were taxed to the utmost to provide transportation for the thousands of people attending the service, and the preservation of order provided occupation for strong detachments of the French Police, the Police of the International Settlements (stationed along the Zicawei Road) and Police and soldiers obligingly sent by the Taotai to perform the same duty in Zicawei Village and along the approaches to the Mission. But the work was easy and pleasant, for the dense throngs obeyed all the orders of the guardians of the law almost as soon as they were given, and notwithstanding the press, traffic was at no time impeded.

A large and handsome archway of bamboo, wreathed round with li'ken streamers, bearing texts from the Scriptures in large Chinese characters, was erected on the town end of Zicawei Bridge, and from this point, along the whole length of the Creekside pathway to the compound of the new Church, a distance of about a quarter of a mile—the whole way was decked with beautiful, arches of white and red cloth, placed at regular intervals of fifteen or twenty feet, and connected with one another by long streamers of the same colours stretched about breast-high along each side of the pathway, the whole presenting a spectacle of great beauty, the religious character of which was denoted by means of white banners, emblazoned with long red crosses, placed along side the arches.

The dedication (Catholic churches in China are not formally consecrated as they are in the West) took place at 3 o'clock on Saturday afternoon, when practically all the R.C. clergy belonging to Shanghai and the immediate neighbourhood, the altar-boys of the Mission and a guard of honour supplied by the cadets maintained by the Mission schools, walked in procession around the new Church. The celebrant, the Rev. Father Gilot, Superior of the Mission, attired in full canonicals, moved at the head of the procession, sprinkling holy water on the walls and doors, while the other participants sang by turns and psalms. The main doorway was then thrown open and the procession entered the Church, into which at the proper moment according to ritual, the public were also admitted. Benediction was pronounced by Father Gilot and the proceedings terminated at about five o'clock.

At 9 a.m. yesterday Solemn High Mass was celebrated with great pomp in the new Church. The officiating priest was the Rev. Father Bouvier, Procurator of the Lazarist Mission, assisted by the Rev. Father Rigard, deacon, and the Rev. Father Tosio, sub-deacon. There must have been fully 10,000 Chinese Christians in attendance, 2,000 at least of whom pressed into the Church, whilst the remainder found places in the spacious compound in front of the main door. Amongst the foreigners present were M. de Jean de la Batie, Consul-General for France, M. Feil, and the staff of the Consulate-General, two or three French Naval officers and several well-known residents. The instrumental music was supplied by the organ (a temporary one) and an excellent brass band belonging to the Mission school, and the entire scene was a memorable and impressive one.

**THE CHURCH.**

The twin spires of the new Church have been a conspicuous feature of the landscape south-west of Shanghai for several months past, but we doubt if very many of our busy fellow-residents have had the curiosity or the enterprise to go out so far and ascertain to what building they belonged. If they had done so, especially since the edifice has been nearing completion, they would of a certainty have considered themselves repaid for the trouble taken by the discovery of what may justly be described as one of the most magnificent religious buildings in the entire East. Externally it is not very striking or prepossessing in appearance, but once within its portals, the nobility of proportion and the air of grace and purity of design by which the building is characterized, will the spectator first with surprise that such an edifice is to be found here in China, and then with a sentiment of unbounded delight and admiration. It is a truly superb building, designed on early English Gothic lines, declining somewhat towards mediæval French, out of deference, perhaps, to the nationality of the mission to which it belongs. The material employed is principally red brick, with door-jams and arches of granite, mouldings, string and dressing of white sandstone and red-brick facings. It has two towers with spires, two towers porches, nave, two aisles, eleven side-chapels, stair to triforium, transept and transept aisles. The transept and their aisles and the choir and its aisles. The exterior length is 150 feet, and the width of transept 44 feet. The height of the nave, aisles and chapel 92 feet. The height of the spires to the tops of the crosses is 170 feet, height of facade to top of cross by feet and ridge of nave roof 81 feet. Besides the principal entrance through the porch the east two entrances through the towers and two into each transept. The total interior length is 215 feet, the transepts are 120 feet wide, and the naves 26 feet. Aisles are 10 feet wide and the side-chapels 9 feet deep, the total interior width being 85 feet. The sanctuary and choir are 70 feet long and 22 feet wide. The height from floor to apex of vaulting is 57 feet. The body will seat 1,500, the transept 440, the total accommodation being 1,940. The design was commenced August 27, 1904, the building on August 27, 1909 and it was completed in the middle of 1910. The architect of this fine new cathedral is Mr. W. M. Dowdall, F.R.I.B.A., A.M.I.C.E., and the contractors are the Shanghai Building Company (Edward and John Bell). Management of the extensive site was undertaken by Mr. Edward Bell, who has made a special study of the needs of the church.

It is the most comfortably visitable of battle-fields. The modern pal's that was to have been, the beautiful hotel that is, stands by the little monastery, in the wonderful wood to the perfection of which the Carmelite Brothers devoted two centuries of loving care. For a week before the battle British officers occupied monastery and wood, and the monk whose narrative Major Mario Homo entitled "Through Portugal" tells how Wellington rejected the best guest chamber, insisting upon a room with two doors, and how he roused the monks by sending off his baggage towards Colombo early in the morning of the 27th—signs of the proclivity dictated by a ticklish situation. A step outside, the granite wall of the wood, and one is facing south-east along the ridge towards the most critical spot of the battle. Up from the left (north-east) came the French attack.

**THE STRATEGIC POSITIONS.**

Wellington had 60,000 men and 90 guns stretched along eight miles of ridge. Masséna had 65,000 veterans to oppose him, but seems, from hopeless lack of combination, never to have mustered more than 25,000 men at the position. Near the monastery, on the highest point of the ridge, was the British 1st Division (Sappers)—with Jack's Brigade in front and way down the mountain. Crauford's Light Division was on Pachalaf. The 4th Division, forming the extreme left, was northward of the monastery. Birrell's Guards, in the direction in which we are interested, were in

**SNAPS FOR LONDON****THE LATEST ARRIVALS AT THE ZOO**

To the "police-folk" have come to town in strong force this week, writes a Zoological correspondent of the London Globe. In exchange for certain live stock made over to the Calcutta Gardens the authorities there have sent us enough venom and wickedness to last a long time. The list of new snakes received in this way is headed by half a dozen Indian cobras. These have made a brave show during the week as they wander round their cage, learning for the first time the limitations of wood and plate glass, with distended hoods, glittering eyes, and rankest tongues. Most of them seem to be of the spectacled variety which, natives say, inhabit the outskirts of towns and the hollows among the roots of the sacred village fig-tree, while another sort with numerous hoodies, the keasiah or saw-slap, prefers fields and jungles for a home. But the cobra, purple among rocks, fawn in the dust, or yellow amid fallen forest leaves, is always and everywhere equally deadly.

To an adjoining cage has been added two banded kraits, and four of Russell's vipers, the bites of any one of which is almost certain death! The evil kraits masquerade in a pretty uniform of yellow and black scales, banding them from nose to tail, an instance of protective colouring, no doubt of equal advantage to the snake and to any heavy-footed creatures that may come into its neighbourhood. The ringed krait generally lies in curves, not coiled up, and strikes its victim with the velocity of a steel spring by suddenly straightening out its body. Its neighbours, the vipers, have many names, every one of them of ill-omen in India. About Calcutta these reptiles are known as *ulo bora*, from the ulo grass in which they are often found. In Bengal they are called *jeesur*, and in the South, *polouga*. The writer saw a native bitten by one, and though life was saved by the prompt cutting of all the flesh away from the neighbourhood of the wound, the man lay insensible for three weeks afterwards.

In fairness to the snake in general it must be noted he is not always as wicked as he is thought to be. Some examples in the present assignment are remarkably attractive and quite harmless. The pythons, of which four were sent, are only terrible in old nursery picture books; the rat snakes of which there were another four, habitually live in the thatch of Indian bungalows, and none are the worse. Indeed, the butter-wallow politely bows to one when he meets it by chance in the kitchen yard, knowing it is the best friend next to chili, the kite, up in the sky overhead, which he and his master has. Some new water snakes are a little more doubt, and the same is said of the green bush snakes. One of these gave the keeper who was unpacking it a severe shock. He took its innocence for granted, on the strength of its unassuming coloration and the snake bit him fiercely in return on the hand. Fortunately the specimen was a small one, the poison, such as it had, was weak, and its victim suffered nothing worse than a few hours discomfort.

**BUSSAC'S IRON RIDGE.****FOUGHT A CENTURY AGO TO-DAY**

"A political battle," which "in a military view should not have been fought!" So Napier characterizes Bussaco, and Wellington himself afterwards called it a mistake. Nothing in military history is fuller of might-have-beens than the story of the operations on the Mondego which form the preludes to *Tours-Vedras*. If, for instance, Masséna had never blundered into this country at all, but had directed his attack round Oporto? If, when the exploit "darling of victory" had bluffed himself confronted with the choice between a perilously rash march round the Bussaco Sierra and frontal attack there, he had attacked while the Allies' troops were still scattered, instead of loitering ten miles in the rear and wasting priceless days, perhaps he might have "drowned the Leopard," as he boasted he would. Both before, and after, Bussaco things might and should have gone otherwise on both sides—according to the text-books. Any Englishman who may be keeping the centenary of Bussaco on the spot to-day will be content, perhaps, as we must be here, to recall what did happen on the granite ridge.

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Division, then Leith (5th), and finally Hill on the extreme British right. It was Leith and Hill whom Masséna's delay had allowed to come up, and he did not know they were there, they being separated from the 3rd Division by two miles of lateral and hidden from sight. Consequently, when Royle's men, scaling the rocks with wonderful dash, had broken the 3rd Portuguese and forced back Picton's right, they thought, as Captain Lewis Butler very clearly puts it in "Wellington's Operations in the Peninsula," that they had turned the right of the whole line. Their 1st Division, astride of the ridge, took up a position fronting south; the 2nd Division, dashing up behind, wheeled to the right (towards us) and began to descend on the other side. Thus the British line was formed. But Picton, supported by two guns, which Wellington in person posted on the enemy's flank, slammed the 4th and 8th Regiments at the 3rd Division, which was finally buried down; and Leith, marching to the strait, in the morning mist, managed to get the 3rd Regiment across the rugged ground to the 1st Division, and the bayonet did the rest. Meanwhile, on the left, Ney's men had never quite reached the summit of the ridge for, as they neared it, Crauford's 4th and 5th sprang from hiding with a yell and drove them in helter-skelter flight!

This battle was won. The French lost 5,000 men to the Allies' 1,250, and the ridge had proved iron indeed. But victory did not make release less necessary. We are among the might-have-beens again; Masséna had now to make his dangerous flank march round the north of the Bussaco Sierra after all, and Wellington might have annihilated him in the field. Why did he not attempt it? Why did he retreat, first to Coimbra and then to Torres Vedras? The answer seems to be that, before Bussaco and after, Wellington had more than the enemy to fight. He had fought Bussaco, not so much for Masséna's sake, as to impress the panicky Portuguese and British Governments with the fact that he could fight—and win. The battle had served, and he did not now risk what he had gained. He fought first, and did not fight afterwards, mainly to keep the campaign in being.

**Intimations.**

**BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
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**SOAP AND SODA MANUFACTURERS.**

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FERGUSON'S SPECIAL GRAN  
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P. & O. SPECIAL LIQUOR BOOTHS  
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**ALWAYS IN STOCK  
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**EVERY KIND OF  
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*London, 1st March 1910.*

**THE BRITISH-FOREIGN IMPORT &  
EXPORT COMPANY, Central Building,  
Liverpool, England, is prepared to receive  
Consignments of Local Produce on  
best terms.**

[458]

**OSMAN &  
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**JUST UNPACKED**

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS  
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**MUSLIN and FIGURED VOILES.****LACE and EMBROIDERIES a specialty.****TABLE LINENS, SERVIETTES and  
HOUSEHOLD LINENS.**

*Samples on application.*

Coast Port Orders carefully  
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**HONGKONG AVERAGE MARKET  
PRICES.**

*Corrected 27th Oct., 1910, 100 cts. per 3 Min.*

**BUTCHER MEAT.**

Beef sirloin & prime cut—Mei Lung Pa	50
Corned—Ham Ngan Yuk	22
Roast—Shiu	22
Burst—Ngan Lam	15
Soup, Tong Yuk	20
Steak—Ngan Yuk Pe	22
" Sisola—Ngan Lau	20
Sausage—Ngan Yuk Chau	15
Bullock's Brains—Chi Know	9
" Turkey fresh—Ngan Li	50
" corned—Ham Ngan Li	60
Head—Ngan Tai	55
Heart—Ngan Sun	12
Hump, Salt—Ngan Kin	18
Feet—Ngan Kook	8
Kidneys—Ngan Yeo	9
Tail—Ngan Mei	18
Liver—Ngan Con	12
Tripe (undressed)—Ngan To	6
Goat's Head and Feet—Ngan-chai-tak	20
" tail—Ngan-chai-tak	20
Leg—Ngan Pal	24
Fat or Lard—Chu Yan	15
Sheep's Head and Feet—Young Tau	20
Heart—Young Sum	6
Kidneys—Young Yeo	9
Liver—Young Con	12
Sucking Pig, To Under—Chu Chai	22
Sea Beef—Sang Ngan Yan	20
Mutton—Sang Young Yan	20
Sausages—Ngan Chai Yuk Tong	20

set 51.00

Mutton Chop—Young Pal Kwai
 22 |

Log—Young Pal
 22 |

Shoulder—Young Shan
 20 |

Pig's Chittlings—Chi chong
 22 |

" Brains—Chi Know
 24 |

Fest—Chi Kack
 22 |

Fry—Chi Chak
 25 |

Head—Chi Tan
 15 |

Heart—Chi Spin
 each |

Kidneys—Chi Yeo
 pair |

Liver—Chi Kun
 20 |

Pork, Chop—Chi Pal Kwai
 20 |

Corned—Ham Ngan Yuk
 20 |

## Intimations.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S



VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt  
Whiskies distilled in Scotland

or

GENUINE AGE  
AND  
FINE MELLOW  
FLAVOUR.

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BULL DOG  
BRAND

GUINNESS' STOUT  
in PINTS and SPLITS.

A. S. WATSON & CO.,  
LIMITED,  
ALEXANDRA BUILDINGS.  
Hongkong, 7th July, 1910. [28]

IMPORTANT  
NOTICE.

WE have the pleasure to advise our CUSTOMERS and the PUBLIC GENERALLY that, under the Superintendence of our new FACTORY EXPERT, recently arrived in the Colony (who has had 18 years' experience in the leading Shoe Factories of the United States), we are NOW prepared to supply the FINEST Up-to-date MEN'S BOOTS and SHOES in our well-known brands "SUPREME" and "LILY" to suit the taste of every one. Only the finest Leather and Materials are used, and best workmanship guaranteed.

At an early date, which will be duly notified, we shall be prepared to supply the finest and latest LADIES' Boots and Shoes.

THE HONGKONG & CHINA SHOE FACTORY, LTD.  
Works: 98 and 99, Priya East,  
Office and Showroom: 88 and 89,

Des Vour Road, Central, a few doors from new Post Office.

Imports and October, 1910. [28]

NOTICE  
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Des Vour Road, and should be accompanied by the Writer's Name and Address.

Editorial business communications should be addressed to the Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Constitution

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WEEKLY—\$18 per annum.

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The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

For postage on the weekly issue to any part of the world is 50 cents per quarter.

(agle Copies, Daily, 10 cents. Weekly, twenty-five cents (for cash only).)

## LOCAL AND GENERAL

BILL Lewis will appear at the V.R.C. Gymnasium to-night to give a training exhibition in the boxing line.

FOR obtaining a quantity of earthenware from a shop in Wellington Street by means of false pretences, a native was awarded three months' hard labour at the Magistracy this morning.

SENDERS of telegrams are advised that from the 1st November next the rate to Korea by the Great Northern Telegraph Co., Ltd., of Denmark, will be the same as the rate to Japan.

The total output of the Chinese Engineering and Mining Company's three mines, for the week ending 15th October amounted to 22,083.71 tons and the sales, during the period, to 22,086.35 tons.

A HAWKER appeared at the Magistracy this morning for selling turnips in the Central Market without a licence. A fine of \$5 was imposed. The delinquent was also fined \$10 for offering a bribe of 40 cents to the Police.

ON Saturday night last, Inspector Gourlay with a party of Chinese detectives carried out a gambling raid in a famous establishment in Tung Sau Loo West, as a result of which sixteen men were arrested. This morning the two keepers were fined \$10 each and the rest \$5 apiece.

A FINE of \$10 was imposed on a Chinese in the Police Court this morning for assaulting the Clock Tower, is apparently to survive the dislike and contempt of the present generation. The exasperation scarcely veiled in its dress of jibes, with which all the local Press have criticised its prolonged existence, may, when all are dead and forgotten be again voiced with greater success by those who come after us. The Press of 1863 announced early in October that the Clock Tower had been freed from debt, after considerable trouble on the part of the Secretary. The year had been inaugurated by the opening of this sorrowful erection, the designs for which had been thrown open to public competition in 1860, when the plan of Mr. Rawlings, of the Royal Engineers Department, was accepted. This was the gentleman who obtained the prize of \$1,000 offered by the Governor, Sir Hercules Robinson, for the best plans of waterworks for the Colony. Is it possible that there should be a sort of curse upon all public works in Hongkong that causes them nearly invariably to cost far more than the original estimate? For those waterworks were estimated by Mr. Rawlings, the Clerk of Works, to cost thirty thousand pounds sterling. They cost vastly more than that sum, and yet such were their defects of construction that they had to be repaired almost as soon as they had begun to work. And the scheme in spite of its enormous expense did not provide for anything like a sufficient quantity of water for the wants of the population. The town east of the clock tower had no water at all. In 1869 the Governor, Sir R. G. MacDonnell, spent nearly twenty thousand pounds on the extension of the Pokfulam reservoir and for repairs of the dam, and even then had to ask for more. He explained that the original estimate of the work was one hundred thousand dollars, but that it would cost more than double, and that—*we quote his own words*—the history of these waterworks shewed how heavily the Colony may lose, when attempting the most necessary public works, by the incompetence of its employees, and how seldom the most obvious deficiencies of such persons can restrain them from projecting schemes beyond their strength. The success which attended the efforts of the engineer who designed those waterworks (which are now condemned) was not exceeded by him in his plan for a clock tower, to be 80 feet high with town clock and fire bell, etc. The utter willingness of having a town clock that can't be seen except from one direction, is matched by the idiocy of putting it into a tower of hideous design, and which blocks an important thoroughfare. We have not yet made up our minds about the alleged beauty or ugliness of the New Law Courts, because they are still crowded by a mass of scaffolding poles. We may be forgiven for fervently hoping that they will not prove to be as artistic as such efforts of mid-Victorian taste as that architectural hooligan the Clock Tower.

THE NEW VICEROY.

Mr. Holmes stated that plaintiff had obtained judgment against the defendant. The proceedings were against the Shang Hop firm. An application for leave to issue a writ or execution was made and the application was granted but as the partnership was disputed, His Lordship directed an issue to be tried.

His Lordship asked how Mr. Holmes proposed to prove the partnership. Mr. Holmes stated that the plaintiff traded at Kengnoo. The defendant was alleged to have been carrying on business as the Shang Hop firm in roast meat and Chinese dried sausages. He would call the plaintiff who would say that the defendant dealt with him and an arrangement was made for the two to do together. He would also tell his Lordship that after judgment had been obtained, the defendant arranged to pay his client the sum of \$10, and the defendant personally brought to his client's shop \$10 and tried to put aside the execution.

Evidence was then called.

KULANGSU (AMON) MUNICIPAL COUNCIL.

The minutes of a meeting of the Council, held at the Board Room, on the 14th October, are as follows:

Present—Messrs. W. Kruse (Chairman), C. Lee, J. Mercenari, L. I. Thomas, W. Wilson, the Health Officer and the Secretary.

On the motion of Mr. Kruse, seconded by Mr. Mercenari, and carried unanimously, Mr. W. Wilson was invited to take the seat on the Council rendered vacant by the retirement of Mr. Fenwick. Mr. Wilson being present, accepted and took his seat.

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Mr. A. C. Matton, of the New Amoy Hotel, complaining of the nuisance caused by coal dust from a coal yard at Lingtow, and the Secretary reported the action taken; (2) from Messrs. Wales and Anderson requesting permission to remove certain stones which is in the way of the foundations of the houses they are building, and permission was granted; (3)

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The Government Analyst, Hongkong, reported on the seventeen samples of milk forwarded to him on the 23rd September, as follows:—"I am of opinion from results of analysis that all these are genuine milk. (Signed) Frank Brown, Govt. Analyst."

The Capt. Sept. reported that the following cases had been dealt with at the Mixed Court since the last meeting:—Summons—Assault, 2; obtaining money by false pretences, 1; allowing pig and cattle to stray, 2; throwing rubbish, etc., on the public road, 4; cruelty to animals, 1; debt, 3. Summary Arrests—Breach of sample regulations, 2; robbery, 1; theft, 4; being in possession of stolen property, 1; assault, 2.

(Signed) W. KRUSE,  
Chairman.

By order,  
C. Baskley Mitchell,  
Secretary.

## PRESENTATION TO MR. J. P. BRAGA.

BUSINESS MANAGER OF "HONGKONG TELEGRAPH" RETIRES AFTER NINE YEARS' SERVICE.

At eleven o'clock this morning the members of the staff, European and Chinese, assembled in the office of the Business Manager of the Hongkong Telegraph, Mr. J. P. Braga, to present him with an address and silver rose bowl as a souvenir of the period during which Mr. Braga has managed the paper. For nine years Mr. Braga has devoted his great abilities and untiring energy to the service of this newspaper. During times of great stress and difficulty he persevering and conscientious application and diligence were a constant cause of astonishment to those who had cause to know that he could, and habitually did, accomplish the work of three men. It has been a cause not only of astonishment, but of wonder and affection among all who were associated with him in the work of the paper that, in spite of this strenuous daily up-hill work with hardly ever a holiday day in year out, he never permitted any toll however fatiguing, any anxiety however oppressive and wearying, to ruffle the unrivaled gentleness of his character and overflowing courtesy towards, and consideration for others. He inspired loyalty in all his fellow-workers, and they accordingly felt that the occasion of his retirement from the management of the Telegraph to start a new printing works, demanded from them a special expression of their appreciation of his qualities. Mr. Braga is a skilled and expert printer, and thoroughly understands not only the management of a newspaper, but how it ought to be printed as well. Now, that he is about to run a thoroughly up to date printing establishment, where any and every kind of job printing can be done, his fellow-workers and subordinates of the Telegraph will feel his loss very keenly.

Additional pressure was felt by the members of the staff at the presence of the children who as is well known are the chief delight and source of Mr. Braga's life.

Mr. A. R. Ellis acted as spokesman for all in presenting the address, prefacing the reading of the address in the following words:—All of us, Chinese and Europeans, feel that our work and life together with you express far better than any words our feelings on seeing you take your hand away from the rudder that has guided the Hongkong Telegraph through these last stormy and hard fought years. It is difficult to be exact in anything, but we are not

exaggerating when we beg you to believe that we are one and all of us cherish towards you a personal affection and friendship that this episode in our lives ought not to close. We shall watch your progress, not with envy, for you have right up to be above us all as a feeling, but with emulation, ambition and aspiration to merit the high place you have attained in the esteem of all men, and of us, your subordinates and friends.

Mr. Ellis then presented the address which was posted in gold letters on slate, bound in a book tastefully garnished with blue and white ribbons, the colours of the ancient and honourable flag of Portugal, the land of Mr. Braga's ancestors. The address read as follows:

A PARTNERSHIP ISSUE.

TRIAL OF DRIED SAUSAGES DISPUTE.

Before Mr. Justice Horsland, Acting Poisons Judge, at the Summary Court this morning, the case was mentioned in which Chung Kai, a dealer in dried meat, sued the Shang Hop firm of Morrison Street, to recover the sum of \$6.70, balance due for dried sausages. Mr. H. K. Holms appeared for the plaintiff and Mr. P. S. Dixon, from Mr. R. A. Harding's office, represented Chu Pak Hin, an alleged partner in the defendant firm.

Mr. Holmes stated that plaintiff had obtained judgment against the defendant. The proceedings were against the Shang Hop firm.

An application for leave to issue a writ or execution was made and the application was granted but as the partnership was disputed, His Lordship directed an issue to be tried.

Mr. Holmes asked how Mr. Holmes proposed to prove the partnership.

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The Government Analyst, Hongkong, reported on the seventeen samples of milk forwarded to him on the 23rd September, as follows:—"I am of opinion from results of analysis that all these are genuine milk. (Signed) Frank Brown, Govt. Analyst."

The Capt. Sept. reported that the following cases had been dealt with at the Mixed Court since the last meeting:—Summons—Assault, 2; obtaining money by false pretences, 1; allowing pig and cattle to stray, 2; throwing rubbish, etc., on the public road, 4; cruelty to animals, 1; debt, 3. Summary Arrests—Breach of sample regulations, 2; robbery, 1; theft, 4; being in possession of stolen property, 1; assault, 2.

(Signed) W. KRUSE,  
Chairman.

By order,  
C. Baskley Mitchell,  
Secretary.

The minutes of a meeting of the Council, held at the Board Room, on the 14th October, are as follows:

Present—Messrs. W. Kruse (Chairman), C. Lee, J. Mercenari, L. I. Thomas, W. Wilson, the Health Officer and the Secretary.

On the motion of Mr. Kruse, seconded by Mr. Mercenari, and carried unanimously, Mr. W. Wilson was invited to take the seat on the Council rendered vacant by the retirement of Mr. Fenwick. Mr. Wilson being present, accepted and took his seat.

Mr. Wilson was elected vice-chairman; vice-chairman re-formed as follows—Works, Messrs. Lee and Lee; Finance, Messrs. Wilson and Tsooburbara; Watch, Messrs. Mercenari and Thomas. Letters were read from:—(1)

Mr. A. C. Matton, of the New Amoy Hotel, complaining of the nuisance caused by coal dust from a coal yard at Lingtow, and the Secretary reported the action taken; (2) from Messrs. Wales and Anderson requesting permission to remove certain stones which is in the way of the foundations of the houses they are building, and permission was granted; (3)

Mr. Choa Tak-fai, who was granted permission to erect a gate to his new house, providing his conditions; (4) and an application from Ng Goma to remove water to

## THE REVOLUTION IN PORTUGAL.

The following is a continuation of the telegram from Mr. M. H. Dunlop, *The Daily Chronicle's* special correspondent at Lisbon, part of which has been printed in our columns:

I was the only English special correspondent in the city during the Revolution, and both the late Government and the Republican authorities, even at the very moment they were fighting for their respective existences gave me every facility for moving unhampered in the fighting zone, provided I accepted the risk and relieved them of responsibility.

At eight all on Tuesday I found both sides hopeful and confident of success. The Minister of Foreign Affairs assured me that the Monarch's would triumph, and that the interpretation of the revolt was but a question of few hours.

## FOUR LEADERS.

I next sought the dictatorship of five which controlled the destinies of the Republican party. They had established temporary headquarters at the chemist's shop of Senhor Ferreira, in the Rua Garrel, beneath the offices of a Monarchist newspaper.

The shop was closed, but my knock at the door and my possession of the password procured me instant admission.

I found four men in the shop eagerly debating and listening to the latest news from the front brought by true partisans.

"We will win! We must win! If not today then tomorrow," they declared. And the unlikely has happened.

## BITTERS AT WORK.

I went through the investing line, and crept up the deserted Avenida de Liberdade, found that the Royalists had mounted some guns on the heights to the west of the avenue, and were bombarding the insurgent positions from thence. A second battery which had been placed on some high ground near the lunatic asylum also directed its fire on the rebel position, and in the darkness it was impossible to see where the shells struck or what damage they did.

Returning to the hotel and awaiting once more to the end I was in time to see the development of a fresh phase of the naval side of the struggle.

The crews of the crews of the two Republican cruisers were, it was evident, in a jumpy condition.

They evidently feared a torpedo, all of, and were taking no chances, having sheltered as closely as they dared to a couple of English ships.

The two searchlights which each cruiser carried, swept every yard of the dark water of the bay, turned their lights on shore along the quaysides, and then, swinging, scanned the Brazilian warship narrowly as if anticipating danger from that quarter. But presently a grim tragedy was to be enacted. Further out to the bay, and near the Cacina there, close to this and about half a mile from my hotel, the Dom Carlos rode at anchor.

## OMINOUS SOUNDS.

During the day she had given no sign of life, but suddenly a great commotion was observable on board. The noise of wrangling, shouting men was borne across the intervening water. Lights moved hither and thither—some event of importance was evidently happening. But what?

Speedily came the answer. A volley of musketry was followed immediately by another—then a rattle of machine guns.

The three Englishmen and myself, who stood on the roof of the hotel—mute witnesses of the scene—exchanged looks. Each had divined the other's thoughts. The Republican portion of the crew had mutinied and were seeking to gain possession of the ship, which had continued to fly the Royalist flag until sunset that day.

Any doubts we had on the subject were speedily removed when the man-of-war's forward searchlight was turned on the quarter-deck, lighting up objects as if it were day. There stood a group of officers and a few sailors round a machine gun.

## THE GALLANT DEAD.

But half blinded by the intense light how could they fail to shoot? Then came darkness and a pause.

Once more the searchlight flashed out, but there was no need of fresh Republican volleys. Every man of that little body was lying dead around the gun.

They had defaced their flag to the last, all honour to their memory.

I now come to the final phase of the struggle which culminated in the collapse of the Monarchist cause.

## NAVY'S VICTORY.

Long before daylight the Republican commander of the Dom Carlos had signalled to his friends on shore the triumph of the mutiny by firing two rounds of black cartridge and hoisting red and green lights on the foremast.

The whole of the serviceable fleet of Portugal is the Tejo was now in possession of the insurgents, and the Republic had been won by the revolting navy.

The crew of the Dom Carlos in the hour of victory became delirious with enthusiasm or liquor, or perhaps a combination of both. They behaved like demented brutes, and in a way were nearly emulating the deeds of the Russian Baltic squadron when it met the tall fishing fleet.

At one o'clock on Wednesday morning a furious cannonading broke out aboard the Dom Carlos. The ship's searchlights swept in wide illuminating patches the whole extent of the Tejo, and the fortresses on both sides of the river.

The night was plunged in shells discharged at a phantom enemy. The water red in the water-spouts, making where projectiles fall. One can only marvel how the brave crew of the Dom Carlos managed to avoid sailing into the fortresses.

## FIGHT BY SEARCHLIGHT.

Towards the latter part of the night the Dom Carlos devoted her searchlight efforts mainly to the shore at Cacina, on the south bank of the Tagus and to the Brazilian warship.

She ran her powerful searchlights over the Rio San Roque every two or three minutes. Then the circles of the search were narrowed. The lights were depressed, and went sweeping round in lessening circles until they pointed a radius of scarcely more than two hundred yards. Wherever the beams of light fell, there the machine guns served projectiles, until the water round the cruiser fairly seethed and barked.

The end of this fantastic night battle, this furious fighting with a non-existent enemy, came with the first streak of a dawn which was to herald the death of an ancient monarchy and the birth of a new Republic.

## THE SECOND DAY.

At sunrise on the practically impregnable rock fortress San Jorge, the warlion oil, which had watched with observant eyes the progress of events in the harbour, there was shown the white flag of surrender. It had gone over to the Republicans. The castle of Almada, an antiquated, castellated structure of little military value, on the south of the bay opposite the city, followed suit. The forts which guard the mouth of the Tagus also joined hands with the Revolutionaries.

A sharp descent leads into the Place Camões, and the Republicans fired down the Rue San Roque, ultimately supplementing the maxim with a field gun.

The Royalists, driven to bay, had to depend solely upon their rifles.

The struggle here lasted probably fifteen minutes. The Royalist troops, lying at full length on the ground, attempted to reach their enemy with rifle fire, but a half from the quick-swept down the Rue San Roque, tearing gaps in the Royalists' ranks.

The field gun did some wild shooting. Lamp posts and trees suffered greatly, and even the shutters of the houses did not escape.

## GUARDS SURRENDER.

At last the end came. No soldiers, however heroic, could stand this cruel punishment long. A detachment of about a hundred infantrymen hoisted the white flag and surrendered.

The Municipal Guards who survived this inferno bolted down the Rue Seipa Pinto, throwing their rifles away as they ran.

As far as can be seen a single Municipal Guard surrendered with arms in his hand. When I inspected the line of retreat afterwards the proportion of dead or wounded of the Municipal Guards, compared with other Royalist troops, was about two to one.

The end had come. The cause for which they fought was lost, but it is only a fitting tribute to those gallant fellows to say that they fought bravely and died nobly.

Resistance was now at an end. Everywhere in the city the rest of the troops had surrendered, and Lisbon passed into the hands of the Republicans.

Half an hour later the Republic was formally proclaimed. Republican flags were hoisted everywhere and the new regime was saluted by the fleet in the Tagus.

Much has been heard of Dom Alfonso, uncle of the fugitive King, and of the part he played during these historic days.

Dom Alfonso is certainly the hope of the Royalist Party in Portugal. He is a bold, fearless man, with indomitable courage. He was at his villa at Mosteiro Estoril, facing the Atlantic Ocean, when the news of the outbreak reached him, early on Tuesday morning.

Railway communication was cut off with the capital.

## ALONSO CALLS FOR HELP.

Realizing the seriousness of the situation, Dom Alfonso wrote out a telegram for dispatch to England for the assistance and protection of warship for the King.

When Alfonso's messenger reached the local telegraph office, two men sprang upon him and tore the missive from his grasp.

It was a desperate position, but Alfonso was a man of resource. He wrote out a second message, but in the mean time learned that, although the shore-end cable had been cut, by good chance a repairing ship was in the offing.

An Englishman took Alfonso's message on board, the cable was fished up, communication was re-established and Alfonso's message fished to England via Gibraltar.

On Wednesday afternoon, in response to this dramatic appeal an English cruiser steamed into the Tagus, and cast anchor near the Republican flagship Dom Carlos.

## OPIUM IN CHINA.

In his annual report on the foreign trade of China for last year, Mr. W. P. Kerr, Commercial Attaché at Peking, writes with regard to opium:

The fact that there was an increase in the import of Indian opium may surprise some who have misunderstood the arrangement under which the Indian Government agreed to effect an annual proportional reduction in the amount exported from India. The reduction which took effect from January, 1908, was based on the average imports of Indian opium into China during the three years 1901-05—namely, 51,000 a year, or about three-fourths of the total average export during the same period, viz., 67,000 a chest (Packets and Bonanzas, 48,000' Malwa, 19,000). The arrangement is for three years, with a conditional extension to ten years, and each year the maximum amount allowed to be exported is diminished by one-tenth of the amount assumed as China's former normal supply, i.e., by 5,100 chests. The starting point from which this reduction is effected is not 51,000 chests, but 67,000 chests, so that the aggregate volume of exports of opium from India is limited to 61,900 chests in 1908, 56,800 chests in 1909 and 51,700 chests in 1910. Thus the number of chests of Indian opium shown by the Chinese customs returns to have been imported into China 1908, viz., 42,183 chests, is well within the limit. The slight increase over the import for 1908 is easily accounted for by the increasing scarcity of native opium due to the enforcement of China's anti-opium legislation. The valuation of the customs statistics which is based on the quarterly average c.i.f. value at each port, fails to indicate the general rise which has taken place in the market price of all kinds of opium, and which is still increasing. Thus, at Amoy, the price of foreign opium rose from \$100 a chest early in 1909 to \$1,000 in June and to \$1,750 in March, 1910. At Nanking during the last two years the price of foreign opium has increased by nearly 50 per cent., while that of native opium has trebled during the same period.

The amount of opium passing duty through Hong Kong, the suggestion of the Imperial Maritime Customs was almost nil, and the same in 1907 or 1908. This is now quite different, so that there are now, at very great technical production in quantity and quality,

station and the Place Dom Pedro IV, allied themselves with this side of the Royalist force.

## GALLANT STAND.

The band of survivors made a last gallant stand in the cause of the Monarchy.

These heroes were chiefly Municipal Guards with a sprinkling of Infantry of the line and artillery men.

Harrassed by machine-gun fire, the men sought to break into the neighbouring houses so that they might carry on the fight under cover.

But the houses were stoutly barred, and many of the soldiers fell while attempting to seek this haven of refuge.

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The Royalists, driven to bay, had to depend solely upon their rifles.

The struggle here lasted probably fifteen minutes.

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Railway communication was cut off with the capital.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 31st October, 1910. [680]

## To-day's Advertisements.

## UNDER THE DISTINGUISHED PATRONAGE

of H.E. Sir HENRY MAY, K.C.M.G., and Lady MAY.

## A GREAT MUSICAL EVENT.

## ONE NIGHT ONLY

RAFALEWSKI

AND

Miss Lili Sharp

Gold-Medalist and Vocalist Kubilli concertos London, will give one of their famous Recitals at the

PEAK HOTEL,

on

WEDNESDAY Next, Nov. 2nd, at 9.15 P.M.

Place at Peak Hotel where seats may be booked.

N.B.—All the Rafalewski compositions are now obtainable at the local music warehouses, Hongkong, 31st October, 1910. [679]

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL, AMERI-

CAN AND SOUTH AFRICAN PORTS.)

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI DI Sede in ROMA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CÁPRI."

Captain Morasco, will be despatched from the above on SATURDAY, the 12th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.A. Macchia, 10,000 tons from Colombo, Passengers, accommodation in which vessel is secured before departure from Hongkong.

Silk and Valables, all Cargo for France and Tea for London (no lot arrangement) will be transhipped at Colombo into the Mail steamer proceeding to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. Persia, due in London on 24th December, 1910.

Packets will be received at this Office until 4 P.M. the day before sailing. The Coster and Value of all Packages are required.

For further Particulars apply to

CARLOWITZ & Co., Agents.

Hongkong, 31st October, 1910. [16]

HONGKONG-BOSTON-NEW YORK.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will

## Shipping—Steamers.

## CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line.

## "EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER; 12 DAYS HONGKONG TO VANCOUVER, SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.

"MONTEAGLE" TUESDAY, NOV. 8TH.

From Quebec.

"EMPEROR OF INDIA" SATURDAY, NOV. 19TH.

"EMPEROR OF JAPAN" SATURDAY, DEC. 17TH.

"EMPEROR OF CHINA" SATURDAY, JAN. 24TH.

"MONTAIGLE" WEDNESDAY, JAN. 25TH.

"EMPEROR OF INDIA" SATURDAY, FEB. 11TH.

"Empress" Steamers will depart from Hongkong at 7 a.m.

"Montague" Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleepers) while crossing the American Continent by Canadian Pacific direct Line.) \$75.00.

Passenger for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES.—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only One Class of Saloon Passengers (termed Intermediates) the accommodation and comfort being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ..... 245.

Via New York ..... 245.

For further information, Maps, Gold Books, Rates of Passage and Freight, apply to D. W. GRADDICK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier), 18.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA	KUTSANG	TUESDAY, 1st Nov., Noon.
SHANGHAI	HANGSANG	WED'DAY, 2nd Nov., 4 P.M.
TIENTSIN	CHEONGSHING	FRIDAY, 4th Nov., Noon.
MANILA	YUNSANG	FRIDAY, 4th Nov., 4 P.M.
S'GAPORE, PENANG & CALCUTTA	LIAISANG	SATURDAY, 5th Nov., Noon.
MANILA	LOUNGBANG	FRIDAY, 11th Nov., 4 P.M.
SHANGHAI, KOBE & MOJI	NANSANG	MONDAY, 21st Nov., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kutang," "Nansang" and "Yunsang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD. Telephone No. 215. Hongkong, 31st October, 1910.

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CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL.
MANILA & ILOILO	"TAMING"	1st Nov., 4 P.M.
SHANGHAI & NEWCHWANG	"ICHANG"	1st " 4 P.M.
SHANGHAI	"CHISHUA"	3rd " 4 P.M.
HAIPHONG	"BIRGAN"	4th " 10 A.M.
SHANGHAI	"AIGHUI"	5th " Midnight
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	8th " 4 P.M.
LIAN PORTS	"CHEFOO & TIENTSIN"	10th " 4 P.M.
SHANGHAI	"KUEICHOW"	10th " 4 P.M.
REDUCED SALOON FARES, single and return, to Manila and Australian Ports.		
DIRECT SAILING TO WEST RIVER, Twice Weekly.		
S.S. "LINTAN" and S.S. "SANUL."		
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried.		
MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.		

## SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Archie, Chancy, Lillian, Cleopatra) with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passenger must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Sunday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWINE, Agents. Telephone No. 36. Hongkong, 31st October, 1910.

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## HONGKONG—MANILA.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Days	Captain	Port	Sailing Date.
MUSI	5	R. Hodges	MANILA	SATURDAY, 5th Nov., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

HONGKONG, 31st October, 1910.

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## Shipping—Steamers.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKO- HAMA	"CHICAGO MARU".....	6,152	WED'DAY, 10th Nov., at Noon.
VICTORIA and TACOMA v. MOJI, KOBE AND YOKO- HAMA	"TACOMA MARU".....	6,178	WED'DAY, 10th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated amidships. A limited number of cabin passengers carried at low rates. Best adapted rooms for carrying silk, treasure and parcels. Special attention given towards

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOY and FOOCHOW	"CHOSHUN MARU".....	THURSDAY, 3rd Nov., at 10 A.M.
TAMSUI via SWATOW and AMOY	"DAIGI MARU".....	SUNDAY, 6th Nov., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU".....	WED'DAY, 9th Nov., at 10 A.M.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Ninghsia Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

## HONGKONG-NANKING, RETURN.

1st Class. 2nd Class. 3rd Class.

\$73.00 \$66.00 \$37.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

Hongkong, 31st October, 1910.

## NIPPON YUSEN KAISHA.

## (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

## DESTINATIONS.

## STEAMERS.

## SAILING DATES, 1910

MARSEILLE, LONDON & ANTWERP	VA	TAKAO MARU	WED'DAY, 9th
SINGAPORE, PENANG & CALCUTTA	SAID	AKAMO MARU	Nov., at Daylight.
COLOMBO AND PORT	SAID	AKI MARU	WEDNESDAY, 7th
VIA MANILA, TUESDAY	ISLAND, TOWNSVILLE AND BRISBANE	AKI MARU	Nov., at Daylight.
BOMBAY via SINGAPORE & COLOMBO	COLONIAL	BOMBA MARU	MONDAY, 11th November.
SHANGHAI, MOJI & KOBE	YAWATA MARU	TODA MARU	WEDNESDAY, 9th November.
YOKOHAMA	YAWATA MARU	TODA MARU	MONDAY, 11th November.
YOKOHAMA	YAWATA MARU	YAWATA MARU	TUESDAY, 12th November.
YOKOHAMA	YAWATA MARU	YAWATA MARU	MONDAY, 18th November.
YOKOHAMA	YAWATA MARU	YAWATA MARU	MONDAY, 25th November.
YOKOHAMA	YAWATA MARU	YAWATA MARU	MONDAY, 1st December.
YOKOHAMA	YAWATA MARU	YAWATA MARU	MONDAY, 8th December.
YOKOHAMA	YAWATA MARU	YAWATA MARU	MONDAY, 15th December.
YOKOHAMA	YAWATA MARU	YAWATA MARU	MONDAY, 22nd December.
YOKOHAMA	YAWATA MARU	YAWATA MARU	MONDAY, 29th December.
YOKOHAMA	YAWATA MARU	YAWATA MARU	MONDAY, 5th January.
YOKOHAMA	YAWATA MARU	YAWATA MARU	MONDAY, 12th January.
YOKOHAMA	YAWATA MARU	YAWATA MARU	MONDAY, 19th January.

## RUBBER ESTATE RETURNS.

	August	Sept.	Total
Allagar	3,550	2,970	
Alor Fougu	2,379	2,628	5,007
Alma	1,000	1,000	2,000
Anglo Malay	32,614	59,614	92,228
Ayer Kuslog	295	310	575
Ayer Meloh	1,810	8,900	10,710
Ayer Panas	1,000	1,580	4,339
Balgowrie	8,000	7,051	20,307
Batak Rabit	1,200	1,300	2,500
Banteng	3,100	4,113	19,307
Batu Caves	15,907	14,728	30,635
Batu Tiga	8,315	9,603	16,918
Bertam	12,000	7,543	19,543
Bikam	2,502	3,145	5,647
Birch	1,20	1,075	2,275
Bukit Kajang	5,513	5,293	34,164
Bukit Rajah	35,905	47,213	83,118
Bukit Litoog	4,003	4,700	20,970
Bukit Timao	873	1,422	5,661
Bukit Mu.	301	681	1,005
Carry United	12,250	11,250	23,500
Castlefield	4,579	5,047	31,168
Changkat Seriang	3,861	31,41	26,580
Changkat Salak	1,520	3,157	7,143
Cheng	—	950	950
Cicely	—	78,106	
Consolidated Malay	164,835		
Caledonia	23,000	26,000	179,227
Chumor	—	774	
Chersoacca	2,100	2,185	10,630
Diamansara	93,193	23,100	
Edinburgh	6,520	46,50	
Federated (Selangor)	17,018	9,138	
F.M.S. Rubber	33,100	34,145	43,804
Gedong	23,000	23,000	117,100
Gleasy	2,001	2,132	15,571
Glenbles	4,888	4,784	29,493
Goldene Hope	10,722	9,180	52,281
Golconde	—	86,833	
Gula Kalumpang	—	10,300	20,820
Hai Kee	590	710	2,503
Harpended	11,000	12,000	57,930
Haytor	618	967	
Heawood	1,100	1,168	4,009
High & Lowlands	39,847	43,173	37,843
Ioch Kenneth	10,511	12,285	11,248
Indragiri	861	703	4,041
Jinabat	100	100	
Jogra	10,018	9,511	60,583
Jebong	20,170	21,180	161,400
Kapar Para	—	80,708	
Kamuning	8,880	8,942	117,612
Kempsey	3,950	4,099	27,134
Kepong	4,320	21,7	21,70
Kiebang	—	183	
Kota Tinggi	600	670	4,418
Kuala Klang	—	13,412	
Kurau	2,001	3,441	10,448
Kulu Kub. Est.	3,737	3,710	5,514
Kuala Lumpur	4,720	47,216	401,236
Labu	15,14	20,048	141,58
Laudron	32,016	31,097	28,817
Ledbury	10,038	10,633	83,522
Lieggi	73,500	78,100	587,500
London Asiatic	17,018	8,678	117,789
Makala Plindu	331	331	
Malacca Plant	27,000	33,700	220,000
Mandal Tekong	724	470	730
Merion	3,252	2,178	11,971
New Serendah	605	1,020	
New Singapore	60	63	220
North Hummock	—	31,610	
Nova Scotia	16,320	17,100	83,405
Pelam	3,720	3,500	22,800
Paling	28,020	27,614	134,031
Pegoh	3,810	5,204	32,420
Pengkalan Durian	835	1,150	7,959
Perak Piat	13,600	—	85,466
Put Nicolson	785	1,775	6,379
Radella	—	1,017	
Tembila	—	5,172	
Rib Rubber	5,707	6,679	47,8,6
Robina	1,500	20,000	110,719
Ratnouli	2,029	2,050	11,601
Ritter Growers Assd.	30,0	—	23,37
Li. Hele-a	105	105	735
Sengat	7,700	6,455	54,271
Sehala	7,055	8,071	42,108
Sequel Choh	4,830	5,351	32,413
Sengel Kapar	4,456	120,2,6	
Sandycroft	9,301	8,717	67,102
Seafold	18,671	21,093	135,504
Slanger	—	201,541	
Seamban	31,518	35,711	235,074
Sebwang	6,9	63	2,079
Sebwang	6,646	8,316	46,988
Shitford	11,000	11,700	69,301
Spore & Jobore	8,535	12,14	81,145
Singapore Para	5,000	5,715	14,5
Stalts Rubber	10,500	15,380	
Sengel Salak	3,700	17,289	
Sengel Way	7,963	—	37,851
Sengkal Obumor	—	1,619	1,689
Siport	—	879	729
Timbalak	1,124	1,127	3,215
Tiujong Mallin	1,300	900	3,450
Tokk Anson	700	835	3,505
Till Ayer	12,300	12,146	94,846
Talafgar	275	294	1,744
Tremelby	6,500	27,663	
Ula Pandan	446	450	1,784
United Singapore	2,115	—	10,350
United Sumatra	4,630	4,850	36,748
Vallabross	—	33,700	186,437
[All totals are calculated for the calendar year instead of the financial year, which differs with many companies.— <i>Advertiser Free Press</i> .]			

## COMMERCIAL.

TO-DAY'S EXCHANGE.	SELLING.
London—Bank T.T.	107/16
Do. demand	1/10
Do. 4 months' sight	104
France—Bank T.T.	13/10
Germany—Bank T.T.	—51
Japan—Bank T.T.	—918
India T.T.	—1391
Do. demand	1309
Shanghai—Bank T.T.	—74
Singapore—Bank T.T. per H.K. \$100	—791
Japan—Bank T.T.	—918
Java—Bank T.T.	—123
Europe.	

Per *Letteng*, from Singapore—Rev. and Mrs. McMurry, Miss Helen B. McMurry, Osea H. McMurry, Master Harold McMurry, Lieutenant F. A. Keyboe R.M., D. W. D. Kimm and Sons Chinese.  
Per *Redi*, from Manila—Mr. and Mrs. Weeks, Messrs. R. de Inchiusti, P. G. Klink, E. B. Bynkett, R. C. Eddy, Capt. E. Ricca, Messrs. L. O. Hiltner, M. V. de Silva and 3 children, Smith, J. Dalton, G. Willis, F. McCoy, Bryant, R. D. Cesar, A. Iegpoch and 2 children.

Per *Tambo*, from Shanghai—Mr. and Mrs. E. J. Totter, Mr. T. Iba, Major and Mrs. J. M. Camilleri, Mrs. H. Walker, Miss M. C. Mercer, Mr. and Mrs. M. Yung Kuang, Messrs. Ma Hon Ging, Ma Hon Yong, Mrs. Mathias, Miss Ramadas, Messrs. Ling Ying Chang, Kwang Ti Yu, Mrs. Matsumoto, 25 Chinese European and 1 Japanese.

Passengers deported.

Per *Minister*, for Seattle, &c., Col. Woodward, Capt. and Mrs. Pope and infant, Miss Cassella, Mr. J. F. McLeuson, D. A. P. Preston, Mr. Orton, Mr. and Mrs. L. R. Manning, Mr. and Mrs. W. H. Hobbs, Master Booth, Capt. Roberts, General Roberts, Mr. and Mrs. Mr. and Mrs. A. Fisher and infant, Mr. and Mrs. P. R. Dickson, Mrs. L. Sils, Miss C. Tavares, Mr. and Mrs. R. Boldt, Mrs. F. W. Pease, Col. and Mrs. A. D. Dacis, Mrs. Isabel G. Tuason, Miss Caroline Tuason, Mr. and Mrs. Gonzalo Tuason, Misses A. and D. Tuason, Mr. and Mrs. H. Shaw, Mr. and Mrs. Baby Shell, G. Abbott More, Wm. F. Knight, Gao, Burmese, Mrs. Wong, Pigott, Mr. and Mrs. E. I. Tuttie, Major Gen. Van Dusen, Mr. and Mrs. H. J. Martin and Mrs. G. W. Kinney.

Per *China*, for San Francisco—Messrs. M. Watson, A. B. T. Stans, J. P. Gillies, E. T. Busje, Mr. J. R. Simpson and infant, Mrs. U. Sam Kee, Misses Chua, Sun, Kuan, Hoa, Ng, Mr. and Mrs. W. J. Lyon, Mr. and Mrs. L. W. Baldwin, Mr. C. H. Tides, Miss M. Lockett, Mr. and Mrs. H. D. Simpson, Mr. and Mrs. Woon San, Misses M. Johnson, I. Jackson, Mrs. A. Cellier, Mr. J. J. Carrington, Mrs. Hoy, Wong Tse, Meuri, Tse, Toy, S. S. Greaves, Mrs. F. W. Smallman, Mr. and Mrs. C. M. Clark, Mrs. Wong Pow, Miss S. Smyser, Messrs. Young, Yiu Kwan, E. S. Rot, Wong Hong Quan Lin, Rob. Carothers, Miss Pon Chun, Ming Master, Quan Soo, Messrs. Ng F. R. Williams, Mrs. B. Wilson, Mr. J. A. Walker, Messrs. V. J. Grable, Chin Fu Kee, Capt. G. W. Watkins, M. G. F. Siegler, Mr. and Mrs. G. B. Kimball, Mrs. R. F. Kimball, Miss C. E. Brown, Mr. and Mrs. Robert Dollar, Messrs. V. Welch, G. I. Shukury, Mr. D. M. Cormas, S. A. Seth, Mrs. E. W. Nighbrook, Mr. and Mrs. C. M. Bellis and child, and Mr. H. O. Nighbrook.

The Imperial German Mail s.s. *Luzestein* carrying the German Mail with dates from Berlin of the 5th inst., left Singapore on 29th inst., at 9 a.m., and may be expected here on 2nd prox.

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## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOUR &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT	LAST DIVIDEND.	ATTENTION TO STATE OF PRESENT QUOTATION MARKET PRICE PER SHARE HKD.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	1,200,000	\$125	\$125	{ \$1,500,000 \$15,000,000 \$30,000,000 }	\$2,019.3.0	£2 for first half year ending 30.6.10 @ ex 1/5 = \$22.45 .....	5 X	850 ss. and b. 850 sellers 850 ss.
National Bank of China, Limited	1,95,915	17	16	{ \$4,000 \$3,000,000 }	\$10,552	£1 (London 1/6) for 1909 .....	---	881 buyers
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$10	{ \$1,500,000 \$15,000,000 \$30,000,000 }	note	£15 for 19.9 .....	63 X	\$175 ex div. ss.
North China Insurance Company, Limited	10,000	175	15	{ HK 221,307 HK 308,644 HK 197,508 }	Tls. 205.19	Final div. of 7½% for '09 making 15% in all ..	5 X	Tls. 212.1.
Union Insurance Society of Canton, Limited	12,400	\$250	\$10	{ \$1,000,000 \$10,000,000 \$30,000,000 }	\$287.984	Final of \$20 per share, making in all \$10 per share for 1908 and an interim dividend of \$30 per share for 1909 .....	X	840 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$20,000,000 \$30,000,000 }	17.7.17	£15 for year ending 31.12.08 and interim of £5 on account of 1909 .....	12 X	195 sellers
<b>FIRE INSURANCES.</b>								
Globe Fire Insurance Company, Limited	20,000	\$100	\$10	{ \$1,000,000 \$10,000,000 \$30,000,000 }	\$438.406	£6 and bonus £3 for 1908 .....	7 X	815 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$10	{ \$1,000,000 \$10,000,000 }	\$426.228	£37 for 1908 .....	8 X	830
<b>SHIPPING.</b>								
Ches and Manila Steamship Company, Limited	30,000	\$25	\$15	{ \$17,743 \$20,000,000 \$10,000,000 }	Dr. \$1,777	54% for 1906 .....	---	901 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$10	{ \$1,000,000 \$10,000,000 }	note	51% for year ending 30.6.1908 .....	---	901 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd	80,000	\$15	\$15	{ \$1,000,000 \$10,000,000 \$20,000,000 }	\$20,766	Dividend of \$1½ for 30.6.10 .....	82 X	31½ ss. & 31 b.
China-China Steam Navigation Co., Ltd (Preferred)	60,000	45	45	{ \$128,100 }	47.527.8.2	6/- for 1907 on Preference shares only @ ex 1/6 1/10-53, 154 .....	---	350 sellers
Do. Do. (Deferred)	60,000	45	45	{ \$750,000 }	47.527.8.2	Final div. of 2½ per share (coup. 14) making in all 4½ per share, for '09 & an int. div. of 15% per share, for '10 .....	5 X	80/-
"Shell" Transport and Trading Company, Limited	2,000,000	41	41	{ \$100,000 \$10,000,000 }	47.527.8.2	A dividend of 7½% for yr. ending 30.6.1910	8 X	821 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$1,000,000 }	51,159	(A bonus of 5%) for yr. ending 30.6.1910	8 X	821 buyers
<b>REFINERIES.</b>								
China Sugar Refining Com.ay, Limited	20,000	\$100	\$100	{ \$1,000,000 \$10,000,000 }	Dr. \$8,000	£5 for half year ending 30.6.1910 .....	6 X	145 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none }	Dr. \$135.593	£3 for 1897 .....	---	515 sales
<b>MIMING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	21	10	{ \$15,000 \$12,289 }	note	Interim of 1/6 for 1910 (coupon No. 14) .....	9 X	155 buyers
Headwaters Mining Company	50,000	21	10	{ none }	note	First year .....	---	10 ss. 20
Raub Australasian Gold Mining Company, Limited	150,000	45	45	{ \$1,000,000 }	note	5/- per share 13th dividend .....	5 X	861 sellers
Oriental Consolidated Mining Co., Ltd	50,000	45	45	{ G \$10 }	note	Final of Gold \$0.5 for 1909 in all G \$1.35 .....	5 X	801
DOCKS, WHARVES & GODOWNS.	500,000	note	note	{ note }	note	---	39 sellers	---
Fawick (Gib.) & Co., Limited	18,000	\$25	\$15	{ \$35,175 }	Dr. \$3,460	51.75 for year ending 31.12.06 .....	---	515 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd	60,000	\$250	\$50	{ \$1,000,000 }	note	52½ for 1909 .....	48 X	348 buyers
Hongkong and Whampoa Dock Company, Ltd	50,000	50	50	{ Tls. 100 }	note	5½ for half year ended 30.6.19.9 .....	---	348 buyers
Shanghai Dock and Engineering Co., Ltd	75,500	Tls. 100	Tls. 100	{ Tls. 1,000,000 }	Tls. 677.857	Final of Tls. 38 making Tls. 6 in all for year 194.79.0 .....	8 X	Tls. 72
Shanghai and Hongkew Wharf Company, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 }	Tls. 9,322	Interim of Tls. 3 for 1910 .....	7 X	Tls. 100
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd	35,000	Tls. 100	Tls. 100	{ Tls. 100,000 }	Tls. 4,114	51.6 for year ending 24.2.12 .....	5 X	715 sellers
Central Stores, Limited	50,000	515	515	{ \$1,000,000 }	note	8% for 1901 .....	5 X	815 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$1,000,000 }	note	5/- per share \$1.50 on new shares for half year ending 30.6.10 .....	6 X	197 sellers
Hongkong Land Investment and Agency Co., Ltd	50,000	\$100	\$100	{ \$1,000,000 }	note	Interim of \$3 for 1910 .....	7 X	371 sellers
Humphreys Estates & Finance Company, Limited	150,000	510	510	{ \$1,000,000 }	note	45 cents for 1909 .....	6 X	399 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ none }	note	52½ for 1909 .....	5 X	313 buyers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	{ Tls. 1,000,000 }	Tls. 65,069	Interim of Tls. 5 for 1910 .....	61 X	710 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none }	note	Interim of \$1.50 for 1910 .....	61 X	815 sellers
<b>COTTON MILLS.</b>								
Two Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	{ Tls. 100,000 }	Tls. 10,992	£1.12 for year ending 31.10.09 .....	81 X	715 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	510	510	{ \$10,000,000 }	note	50 cents for year ending 31.7.08 .....	81 X	515 buyers
International Cotton Manufacturing Company, Ltd	10,000	Tls. 75	Tls. 75	{ Tls. 100,000 }	note	Tls. 7.7 for year ending 30.9.09 .....	10 X	715 sellers
Loek-kung-mow Cotton Spinning & Weaving Co., Ltd	5,000	Tls. 100	Tls. 100	{ Tls. 100,000 }	note	Tls. 6 for 1909 .....	10 X	715 sellers
Sey Chas Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 100,000 }	note	Tls. 3 for 1909 .....	12 X	715 sellers
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$1,500 }	note	15% per share for 19.9 .....	---	515 sellers
China-Borneo Company, Limited	60,000	512	512	{ \$1,000,000 }	note	60 cents for 1909 .....	61 X	515 sellers
China Light and Power Company, Limited	50,000	512	512	{ \$1,000,000 }	note	60 cents for year ended 28.2.06 .....	---	515 sellers
Do. Do. Social shares	50,000	512	512	{ \$1,000,000 }	note	60 cents for 1909 .....	10 X	515 sellers
China Provident Loan & Mortgage Company, Ltd	125,000	\$10	\$10	{ \$1,000,000 }	note	51.75 for year ending 31.7.09 .....	7 X	515 sellers
Dairy Farm Company, Limited	40,000	57½	50	{ \$1,000,000 }	note	51.20 for year ending 31.7.09 .....	7 X	515 sellers
Grea Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,000,000 }	note	51.50 for year ending 24.2.12 .....	10 X	515 sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$1,000,000 }	note	14% cent, via \$1.40 for 1909 .....	12 X	515 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none }	note	A dividend of \$1.50 per share and a bonus of 10 cents per share for year end. 28.2.10 .....	6 X	515 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$1,000,000 }	note	Interim of 5½ per share for 1910 .....	6 X	515 sellers
Hongkong Kowloon Manufacturing Company, Ltd	60,000	\$10	\$10	{ \$1,000,000 }	note	Interim of \$1 per share for 1910 .....	9 X	515 sellers
Matschappy tot Mijn-Dosch en Landsbouwzaa plotte in Langkat, Limited	25,000	Ge. 100	Ge. 100	{ Tls. 100,000 }	Tls. 116,682	3rd interim dividend of Tls. 15 making in all Tls. 27 for 1910 .....	5 X	515 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ none }	note	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10 .....	511 X	515 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	{ none }	note	None .....	5 X	515 sellers
Philippine Com.ay, Limited	75,000	\$10	\$10	{ none }	note	None .....	---	515 sellers
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 100,000 }	Tls. 5,350	No dividend this year .....	2 X	Tls. 225
Societe des Pulges et Papeteries de Tonkin	1,300	Benefit shares	50	{ Currency Nominal }	note	First year .....	---	515 sellers
South China Morning Post, Limited	6,000	\$25	\$25	{ none }	note	None .....	---	515 sellers
Steam Laundry Company, Limited	20,000	\$25	\$25	{ none }	note	10% for year ending 31st May 1910 .....</		